

MOTOR RACING

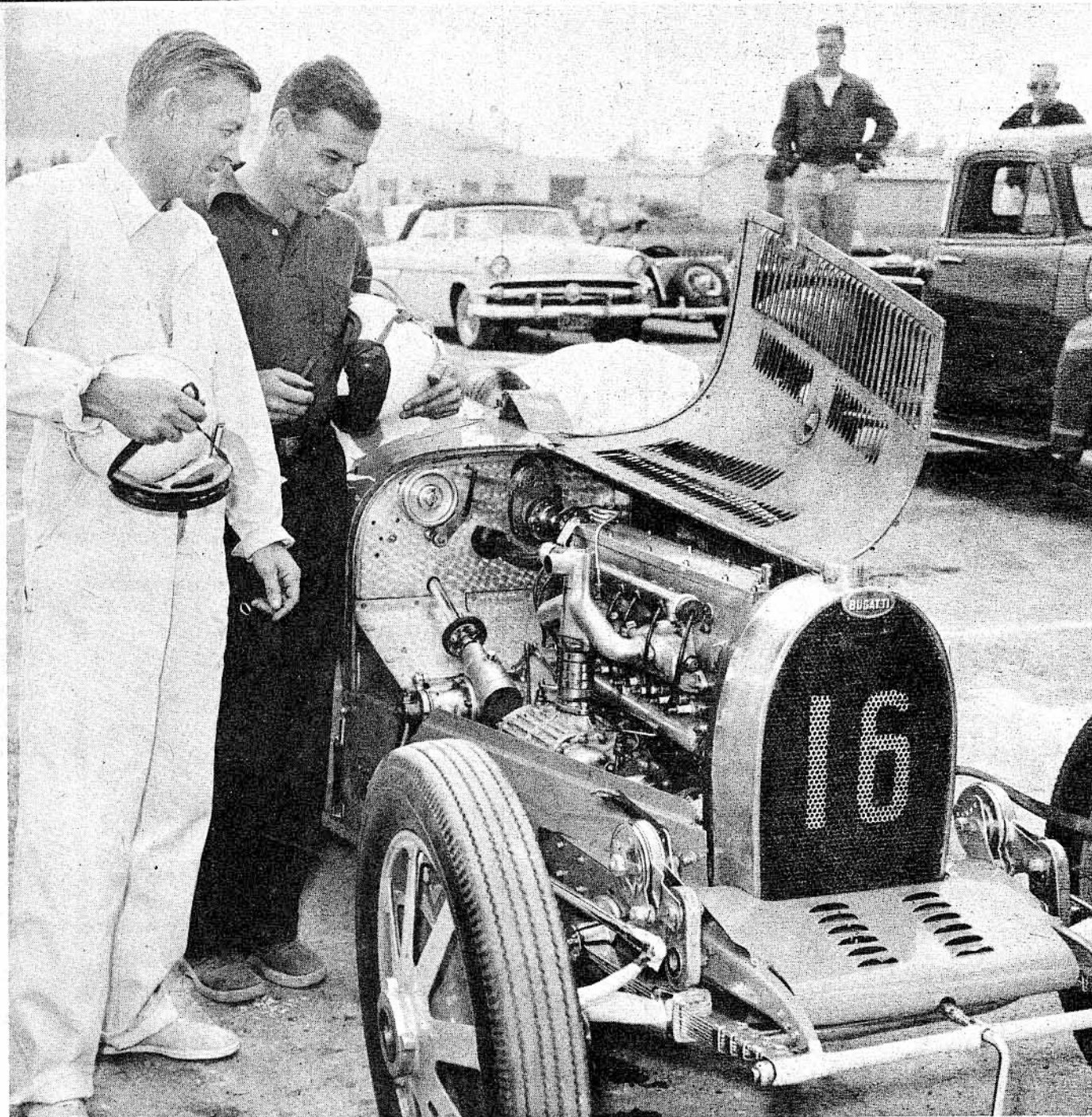
and
ECONOMY CAR NEWS

Vol. 4 — No. 22 — Culver City, Calif.

Sept. 4-11, 1959

(Published Bi-Weekly except last issue of Calendar Year)

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BOB ESTES in white coveralls and Ed Walsh, both former Indianapolis drivers, inspect engine in Estes' type 35B GP Bug. Powerplant is 2.3-liter supercharged straight eight with single overhead cam. This was

one of the hottest Bugatti race cars. Estes has entered the car in the unique Bugatti exhibition race as a part of the CSCC program at Santa Barbara on September 5 and 6. (See story on page 2.)

Santa Barbara Will Be Big Go

President Perry Peron of the sponsoring California Sports Car Club expects that 200 entries will be on hand for the 12th running of the Santa Barbara sports car road races Saturday and Sunday, September 5-6.

Ken Miles in the Estes-Zipper owned Porsche RSK Spyder will again meet Jack McAfee in John Von Neumann's new

RSK in what promises to be a real sizzling duel.

Rudy Cleye, who retired from competition several years ago has felt the itch again and will enter a new Mercedes 300 SL which may make things interesting for the armada of Corvettes entered in the big production car class. For a story on a surprise race feature on Sunday, see page 2.

Three Scarabs Threaten Field - Meadowdale

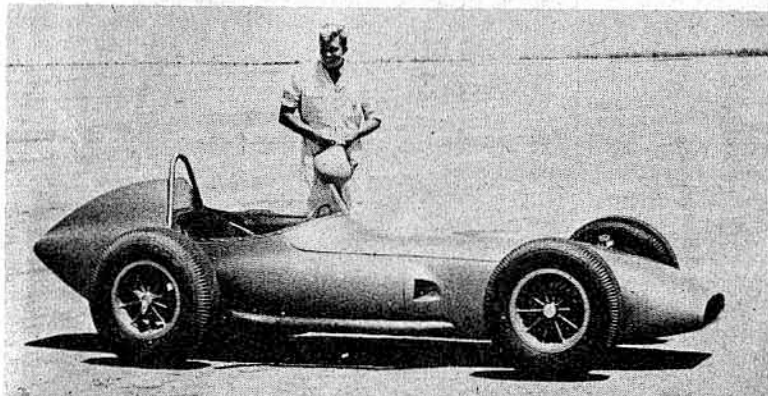
CHICAGO, ILL.—When they line up for the start of the running of the coming Formula Libre of Meadowdale, some of the nations fastest cars will be out to get the Scarabs. . . And there'll be three to uphold their reputation as the country's leading money winners.

Among the Scarabs entered is the brand-new Formula I, Grand Prix car just completed by Lance Reventlow who will drive the car in its maiden race. Reventlow will be competing against two of his former cars now owned by a pair of Chicagoans. The Nickey-Scarab, at present unbeatable at the fabulous Meadowdale track, will again be piloted by Jim Jeffords of Milwaukee. The other Scarab has recently been purchased by Harry Heuer. Heuer, however, will stick to driving his Bocar XP-5, while another Milwaukeean, Augie Pabst takes over the Scarab. Pabst, will be remembered as the speedy young man who, along with Lloyd Ruby, put on one of the greatest racing shows of the year during the last race here at Meadowdale.

Speaking of Lloyd Ruby, he's also entered again in his Maserati Micro-Lube Special. Ruby's last two appearances at Meadowdale netted him a second and third finishing spot. He's now very much interested in filling out his scorecard by adding a first-place-at-Meadowdale.

An interesting entry has just been received from "Lucky" Casner. His Camoradi-USA team is sending a powerful Grand Prix Maserati. It's the car that recently took third spot in the Formula Libre race at Lime Rock behind the surprising win by Rodger Ward in the tiny Midget racer. Ward is also entered, but in a new midget with a 2-speed rear end. The Camoradi GP Maserati will be driven by Zoro Arkus-Duntov, designer of the SS Corvette. Loyal Katskee will come from Omaha to enter his 3-liter Ferrari in the All-Sports Car Race and will also have a new Championship car for the Formula Libre Race.

The All-Sports Car Race is scheduled for September 5th and the everything-goes Formula Libre will be run on the 6th.



LANCE REVENTLOW expects to lead the pack with his brand-new Formula Libre Scarab which he plans to race at the Meadowdale races in Illinois over the Labor Day weekend. Two other Scarabs are entered in this event.

MOTOR RACING and ECONOMY CAR NEWS

Vol. 4—No. 22 Culver City, Calif. Sept. 4-11, 1959



Pardee Wins at Tracy

By TOM WILSON
Motor Racing Staff Writer

TRACY, CALIF., Aug. 16.—The SF region of the SCCA staged a real old-fashioned road race program on the 2.7-mile course at the Tracy Municipal Airport here this week-end. Chief Steward John Luce's call to the post was answered by 145 cars and each of the nine races was filled for keen competition and resulted in a lot of new faces in the winner's circle. The races were run on the new format of elapsed time and resulted in another success since all races were run on schedule and the main event wrapped up by 4 p.m. Sunday.

The modified all-classes main event was won by a new face at the winner's circle when Emil Pardee wheeled his new 1500 RSK Spyder to Andy Anderson's checkered flag, with an average speed of 82 mph on the 7-turn, 2.7-mile course. The 88-mile race was a close battle between the Ray Seher D Jag, which went to the front and held a slim margin for the first 30 minutes, but Pardee was right on his tail and could go deeper into the turns before jumping on the binders. This proved a winning tactic and once in front, Pardee gradually lengthened and took the checker 7 seconds in front.

Hap Sharp, the Texas driver

who just happened to be in California for a vacation, took the third over-all and first in Class E with the 200 Maserati, which seems to be one of a few Maserats that keeps going.

Sid Colberg took the SS Jag in to second in Class C, behind Ray Timanus following Sharp for the Class E trophies.

Eldon Beagle was second in Class F behind Pardee. A new Lotus face took Class G with Ed Leslie leading the Bob Gillespie Elva and Marion Lowe taking third with the Lotus Mark XI.

Class H was the usual Bob Wood benefit with the Deutch-Bonnet away out in front and tailed by the Robin Cooke Crosley and Glenn St. Louis in the Renault Special.

Probably the best race of the day was the "Over-1500-cc Production" event with the Corvettes out of the doghouse and back among their original playmates. Fred Grant took off in

(Continued on Page 5)

Big Rally List Grows

Two powerful factory team entries have been received for the first American International Rally set for October 13-17, director George A. Holland of the sponsoring American Rally Club, announces.

Triumph has entered a four-car stable. The Triumph entries will be chauffeured by such leading figures as Denise McCluggage, New York, one of the nation's leading lady drivers and a well-known columnist; Walter Cronkite, of national TV fame, and John Christy, until recently editor of Sport Cars Illustrated magazine.

Saab, the Swedish car, has elected three cars to represent its stable. They will be manned by successful Eastern rally drivers, including Homer Trotter and Chris Custer. Another member of the Saab team is A. N. Other.

The British Austin-Healey team entered by Gough Industries of Los Angeles will include three cars, one to be manned by Phil Gough, Jr. and Volkswagen has entered three cars from Jacksonville, Florida.

Rallymaster Don Royer has returned from a flying trip to Dallas, completing his tour of all 8 cities in the U.S., Canada and Mexico from which the Rally will start. He reports interest in the Texas metropolis is running high, as it is elsewhere. Starting spot in Dallas will be Carroll Shelby's showroom. The famed LeMans winner reportedly also is a potential starter.

The Rally is the first pro rally to be held in the U.S. and carries minimum guaranteed prize money of \$10,000. It is a precision-driving test, not a contest of speed in any way.

Starting spots are Los Angeles, San Francisco, Dallas, Detroit, Miami and New York City in the U.S., Mexico City and Vancouver, Canada. Drivers will go 3200 miles, the final leg being a 900-mile stretch between Santa Fe, New Mexico, and Las Vegas, Nevada.

The last part of the rally will contain 175 route instructions, including all speed changes and refueling instructions. The top speed contestants will be asked to hit is 64 miles per hour, with the lowest just under 10 mph. Temperature range is likely to be anywhere from 40 to 100°F. Arrangements have been completed for a radio network, stations in Las Vegas and atop 11,000-foot Sandia Crest Peak near Albuquerque and 13 mobile stations along the way.

SCCA Del Mar Race Sept. 19-20

DEL MAR FAIRGROUNDS, —"Where the Turf Meets the Surf," on Highway 101 between San Diego and Los Angeles will be the scene of a West Coast Championship sports car race on September 19-20 according to Lindley Bothwell, SCCA Regional Exec. Jim Peterson, who masterminded the last Riverside Pro-Am shindig will be Race Chairman and is responsible for laying out the tricky 1.4-mile course.

2600-Foot Straight

In spite of the short length of the track, which is contained inside the Fairground paved parking area and has nothing to do with the turf course used by the thoroughbreds, it includes a straightaway of approximately 1/2 mile (2,600 ft.) and offers a variety of turns usually associated only with more spread-out courses. In addition to the challenging nature of the layout to lure drivers, Peterson has arranged

for grandstands that will command a view of every foot of the track-to intrigue spectators.

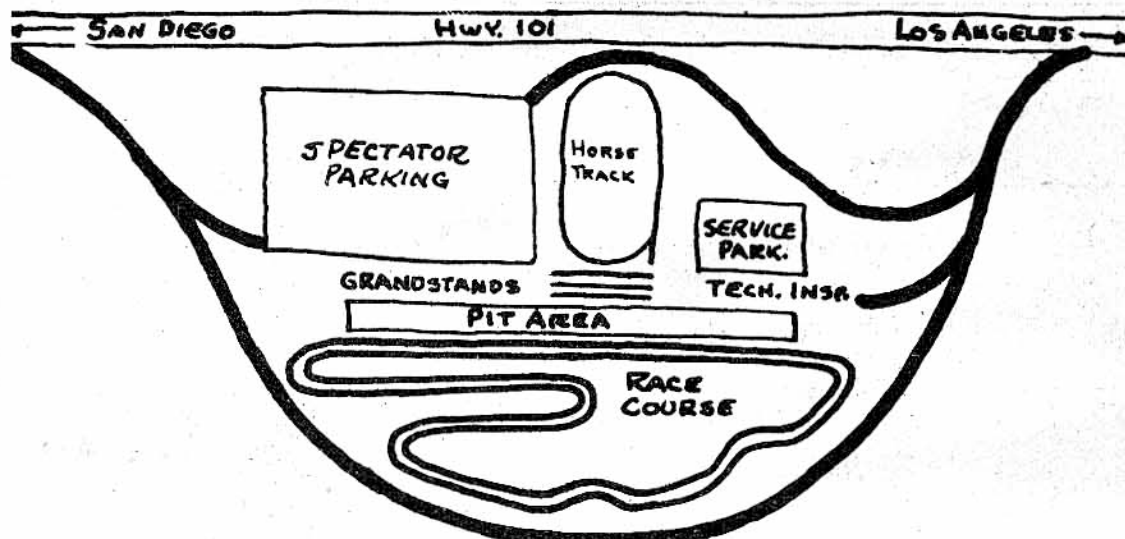
Other innovations at the seaside resort location include a "Paddock" area with umbrellas and tables where stronger-than-coke beverages will be on tap. This secluded nook is directly opposite the start-finish line and should prove to be a popular hangout.

In place of the traditional Sunday Night Victory Banquet an uninhibited Hawaiian Luau is scheduled for Saturday evening.

Racing, Anyone?

To counter the impression that the weekend will be devoted solely to unrestrained social activities Peterson emphasized that the top point standing drivers in the race for the SCCA Pacific Coast Championship will be on tap to attempt to increase their ratings.

(Continued on Page 5)



DEL MAR TRACK is completely inside San Diego County Fairground located between Oceanside and Del Mar on Highway 101. Access from highway leads into big free

parking area. Grandstands command view of entire course and pit activities.

Bugattis to Roar Again at Santa Barbara

Roaring out of the past, 14 vintage but still very potent Bugattis will stage the most unusual race of the year during the second day of the Sept. 5-6 CSCC meet at Santa Barbara.

Fourteen to Enter

For the first time since World War II, no less than 14 Bugs will have a go in a four-lap exhibition race. The entries include such varied Bugattis as Bob Day's 51A GP; Bob Dunlap's 57 club coupe; Bob Estes' 35B GP; John Garretson's 57 C convertible; Pat de Goldsmith's 39A GP; Al Grundall's 51A GP;

Jim Hobson's 57C sedan; James D. McLean's 46 club coupe; Bonny Phillips' 57C convertible; Lucille Phillips' T 49 club coupe; Dr. Milton Roth's 46 convertible; Rudy Van Wetters' 57C convertible; Otto Zipper's 37A. The driver of another 37A GP is not yet identified.

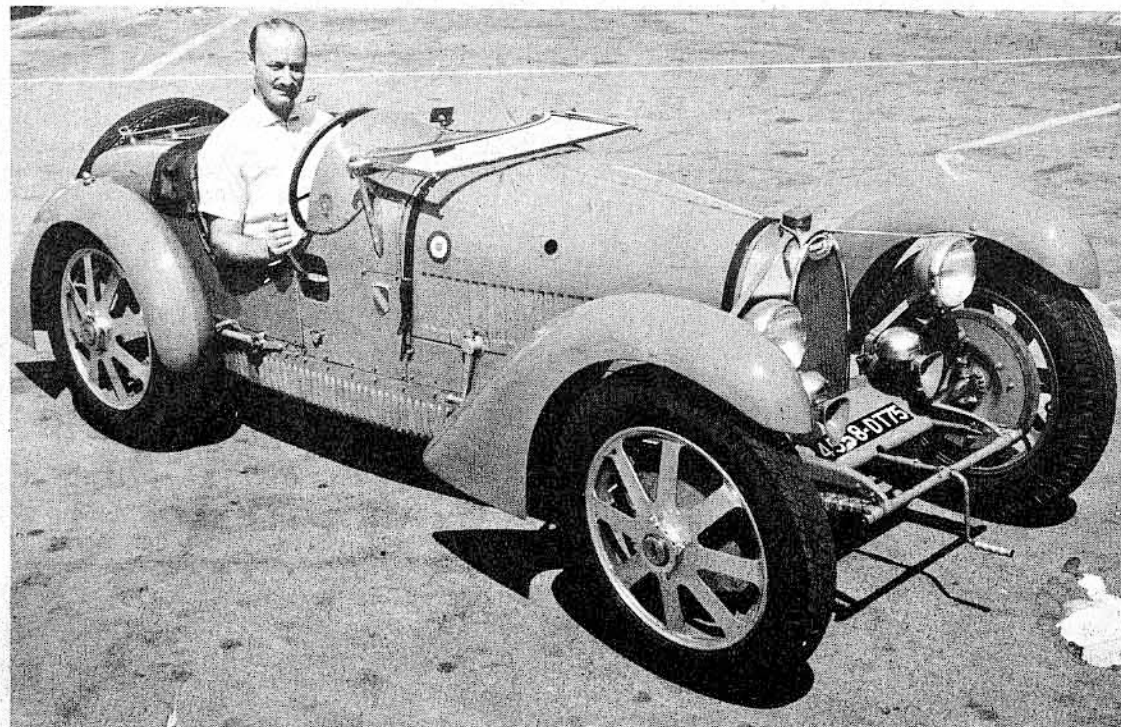
Variety of Types

The exhibition race in effect is a Formula Libre affair with the 1.5-liter supercharged GP types 37A, 39A and 51A competing against the big touring type 5.2-liter 46's. The 1927 Type 39A owned by Otto Zipper and driv-

en by Pat de Goldsmith is the only single seater of its kind left in the world. The type 46s entered by McLean and Roth are of 1929 vintage and have eight cylinders, dual ignition, single overhead cam and a combination transmission-differential unit mounted on the rear axle.

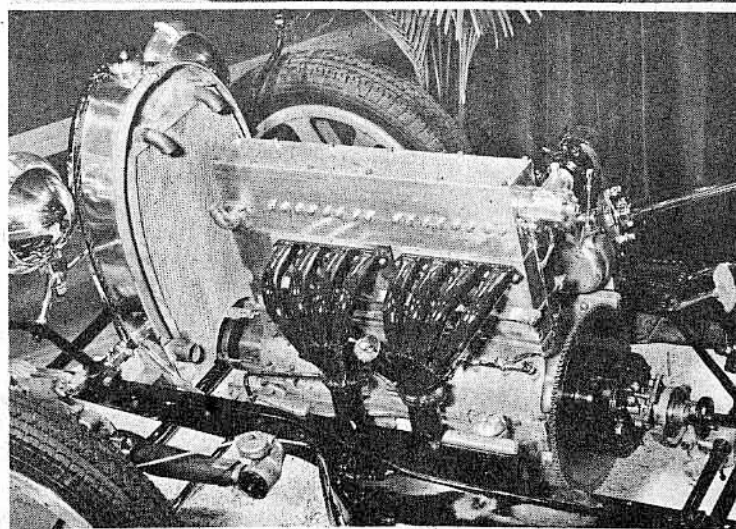
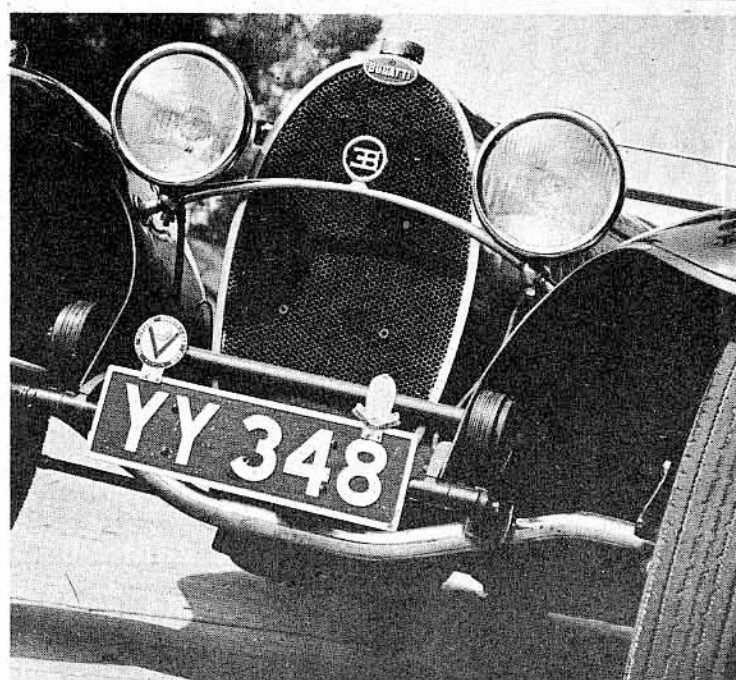
Out of the Past

Created by Ettore Bugatti, who was born in Italy and later resided in France, the Bugatti race cars gained world-wide fame in the Twenties and Thirties.

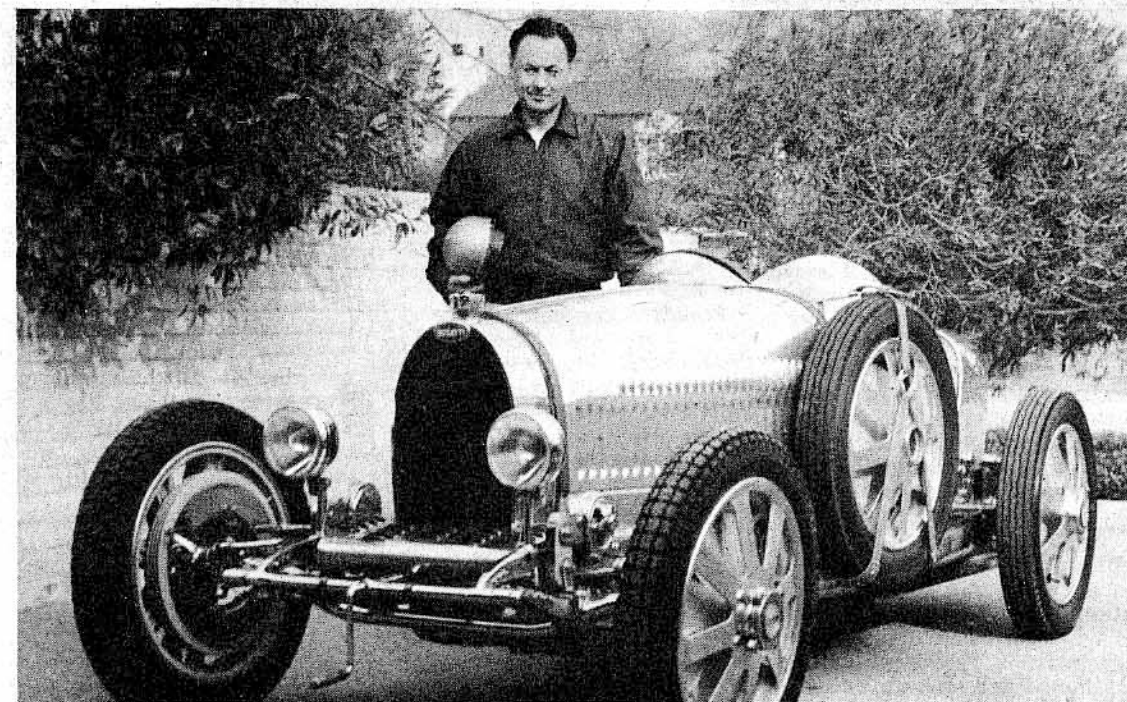


RACING IMPRESSARIO Otto Zipper will handle the wheel of his Type 37A Bug with a four-cylinder, 1.5-liter supercharged engine. Originally a GP car, it

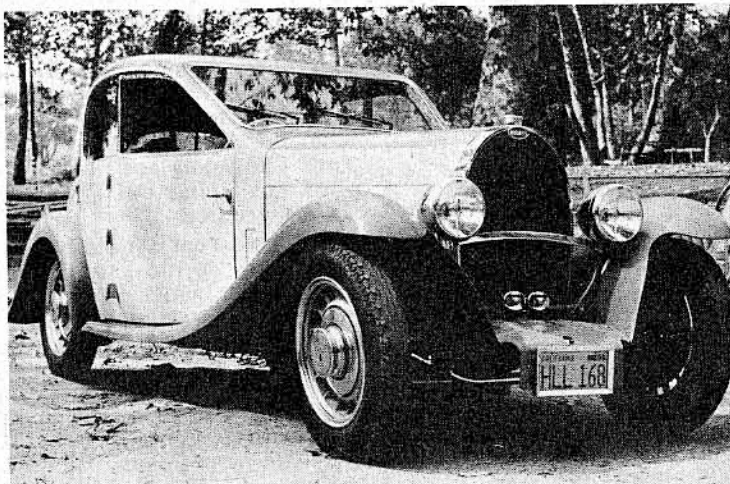
has been modified for street use with headlights and fenders.



BEAUTIFUL WORKMANSHIP and perfect restoration job done on this Type 39 Bugatti is typical of efforts made by enthusiasts to preserve these masterpieces



BUNNY PHILLIPS stands alongside the Type 51A Bugatti which he restored for Bob Day. The car is a 1.5-liter, twin cam, supercharged straight eight that once raced at Indy. Phillips has rebuilt many Bugs and is one of the major personalities behind the movement to restore and preserve these famous cars.



LUCILLE PHILLIPS owns this 1932 Type T49 Bugatti. The engine is a 3.3-liter straight eight, single overhead cam with dual ignition. Among other features, the car has cast aluminum wheels with integral steel brake drums.

LIME ROCK REPORT

LIME ROCK, CONN.—At exactly 10 o'clock on Saturday morning, August 15, the flag was dropped for the traditional Le Mans start and 34 drivers dashed across the roadway, started their engines with a thrilling roar and charged down the pit straightaway into the first treacherous right-hand bend. The Eight-Hour "Little Le Mans" Endurance Race for production sedans at Lime Rock, Conn. was under way. At the end of the first lap the rapid Cuomo-Richards Fiat Abarth Zagato was in the lead, followed by the Volvos of Shantz-Bennett and Riley-Rutan. The pace was truly fantastic — especially for an endurance-type race — with the leaders lapping the tricky 1½ mile circuit in something like one minute, 23 seconds.

HEAT PROMISES TROUBLE

Meanwhile, back in the pits, everyone was talking about hot cars, hot drivers, just plain heat. In short, it was a scorcher, with temperatures officially in the 90s and unofficially well over 100 degrees at trackside. It seemed that the blistering pace and the equally blistering temperatures would certainly take a heavy toll in machinery, and sure enough, the race was barely 17 minutes old when a Volkswagen sputtered into its pit with fuel feed trouble caused by a vapor lock. It went out again some four minutes later obviously sick.

VOLVO TAKES LEAD

Shortly after 10:30 Volvo number 2 stopped out on the course and the leading Fiat Abarth did likewise, with a broken half-shaft. This put the Riley-Rutan Volvo, winner of the first two Little Le Mans races, into the lead at 10:35. A bit further back in the pack the Saabs were beginning to make their presence felt, with the 93B of Cunningham-Lawrence already leading in Class F and the Andrey-Holbert Saab GT holding down seventh place overall after 42 minutes of racing, this in spite of the fact that Gus Andrey had been unfortunate enough to be the last car off the grid at the start.

LEAD CHANGES

Volvo number 2 finally got back in the running at 10:43 but was in and out of the pits again four minutes later. Other cars were also experiencing troubles ranging from overheating to broken wheels. At the end of the first hour two Volvos and two of the Fiat Abarths were alternating in the first four places, with Gus Andrey in the Saab GT challenging another Volvo for fifth spot. During the next half hour most of the cars began making regular scheduled pit stops for fuel and driver changes, a few others made unscheduled stops for repairs and the poor Volkswagen pulled in twice in an attempt to cure their chronic vapor lock problem. The heat had become so intense that one Volvo driver collapsed while walking away from his car after a pit stop.

MORE TROUBLE

At 11:38 the number 5 team Volvo shed a wheel, complete with brake drum, at the first turn, and was out for the day. Saab GT number 11 was brought into the pits for fuel at 11:42 and was taken out again two minutes later by Bob Holbert. The Thompson-Dodge GT Saab had lost several laps earlier due to fuel pump trouble but now, with Joe Dodge at the wheel, it began to move up. Two other Saab GTs, driven by Dillenberg-Iglehart and Valentine-McCarthy began to make their bids and at 11:48 there were Saab GTs in fifth, sixth, seventh and tenth places. Then, suddenly, 19 minutes later, Bob Holbert limped into the pit with GT number 11 and it was discovered that a piston ring had broken. There was no choice but to retire the car and so, sadly, the mechanics pushed it into the paddock.

FAST PACE

At this point, with a little more than two furious hours of racing completed, it was announced that the leader's average speed was nearly 64 mph, as compared to a little over 61 at the same point in last year's race and only 60 mph in the

(Continued on Page 3)

MOTOR
AND ECONOMY
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LETTERS TO EDITOR

GOOD! -AND HANG THE CHEATERS!

Dear Gus:
I was much taken aback by part of Tom Wilson's writeup of the recent Laguna Seca races, dealing with the business of the handling of the protests of the two Los Angeles Corvettes which finished 1st and 2nd. As Tom reported it, the casual reader would get the impression that a rather unfair proposition was being made the two drivers concerned.

I have talked to both John Luce, the SCCA National Contest Board representative, and Cloyd Gray, the Regional Contest Board man, who were on the spot, made the decision, and will be the ones getting the "blasts" on the matter. I have known both these men for so long as I have been around the sports car group, and there are no more honest, decent and reliable, fair people to be found. The situation was simply this:

After being protested by a group (not just one or two) other Corvette drivers, the men concerned were told that their cars were to be completely torn down and inspected by the master mechanic of the Northern California Chevrolet distributor in San Francisco, a man who was a completely unbiased, factory specialist in the Corvette. Transportation to S. F. and back to L. A. to the men's homes was to be by trailer, at the Club's expense, with the cars either left disassembled or put back together, whichever the men preferred. If the cars were found to be illegal, a penalty fee of \$35 was to be forfeited and the driver's licenses were to be revoked; if they were found to be within factory specifications, there was to be no charge whatsoever.

This system was set up to obviate past difficulties with incompetent tear-downs — by getting the best man in the northern part of the state to do it, in his own shop, rather than in the haste, confusion and unsatisfactory working conditions of a dusty pit area. The S. F. Region is putting teeth into the production car control situation, Gus, and really means to do all in its power to keep everyone honest. And as a production car driver myself, I am most pleased to see it being done, believe me.

I would very much appreciate your using the above dope as best you see fit, so as to clear the air on the matter.
Name withheld by request.

NEW HELMET DOPE

Dear Gus:
Dr. George Snively and Dr. Clinton Chichester, directors of research of the Snell Memorial Foundation of San Francisco, have been awarded a research grant by the National Institute of Health for research in safety of protective helmets. The amount applied for was \$30,000.00 over a four-year period and indications are that the entire amount will be forthcoming.
Dr. Snively, who lives in Sacramento, is Director of Medicine at Sacramento County Hospital. Dr. Chichester, of

Davis, is an Assistant Professor at the University of California.

The Snell Foundation, a non-profit research organization, was established several years ago as a memorial to Pete Snell, a well-known west coast sports racing driver. Snell died of head injuries sustained in a crash when his helmet failed. The Foundation was formed to investigate means for prevention of such injuries. Due to its research program the Foundation currently certifies two widely distributed brands of American helmets which have found general acceptance. As a result of this research grant the Foundation plans to broaden its field of investigation and research in protective devices for use in competitive sports.

JOHN P. LUCE
Snell Memorial Foundation, Inc.

TUT-TUT, TEXANS!

Dear Gus:
Have been going to write you for a week and am just getting to it. The enclosed clipping from last Monday's Dallas Morning News is all they wrote about Shelby's Win. (Note: We lost this particular clipping about the Shelby-Salvadori win at Le Mans.)

Now I was a mite disappointed in this coverage by Texans on a Texans Win. I thought the way Texans are supposed to do things that it would be Front Page in 3-inch letters with pictures! After all its only the second time an American has won this important race and it couldn't happen to a nicer guy! Shame on Texas for not heralding their Hero properly.

Hugh Pryor
Los Angeles

COMPLETE LIME ROCK RESULTS

Position	Car No.	Make	Drivers	Class	Laps Completed
Over-all					
1	84	Fiat-Abarth	Callanan/Penske	GT	334
2	87	Fiat-Abarth	Cuomo/Richards	GT	325
3	4	Volvo	Christy/Cronkite	B	317
4	90	SAAB	Dillenberg/Iglehart	GT	316
5	12	SAAB	Thompson/Dodge	GT	304
			Holbert/Andrey		
6	6	SAAB	Cunningham/Lawrence	F	297
7	47	SAAB	Valentine/McCarthy	GT	295
8	27	SAAB	Grossman/Constantine	F	293
9	9	NSU Prinz	Sanderson/Barber	G	289
10	42	Goggomobil	Wilder/Haynes	F	288
11	22	Ford Anglia	Diffenberfer/Wessels	C	288
12	15	Skoda	Porter/Baumberger	D	282
13	19	Lloyd	O'Brien/Reney/Carlson	G	280
14	83	Fiat-Abarth	Cuomo/Richards	GT	279
15	48	Dyna Panhard	Hearst/Anderson	E	278
16	17	Volkswagen	Van Overloop/Wright	C	277
17	43	Goggomobil	Gier/Schacter/Delaney	F	271
18	20	Lloyd	O'Brien/Urso/Spross	G	270
19	3	Volvo	Shantz/Bennett	B	267
20	21	Lloyd	Carlson/O'Brien	C	267
21	77	Fiat 600	Weeks/Pettit/Voss	G	259
22	7	NSU Prinz	Saidel/Geargi	G	248
23	75	Fiat-Abarth	Cone/Waltman	F	242
24	44	DAF	Spagna/Moore	G	241
25	45	DAF	Hamberger/Cory	G	237
26	10	Triumph	Pulver/Adkerly/King	D	133

ORIGINAL RIBBED RODS FROM CRANKSHAFT CO.

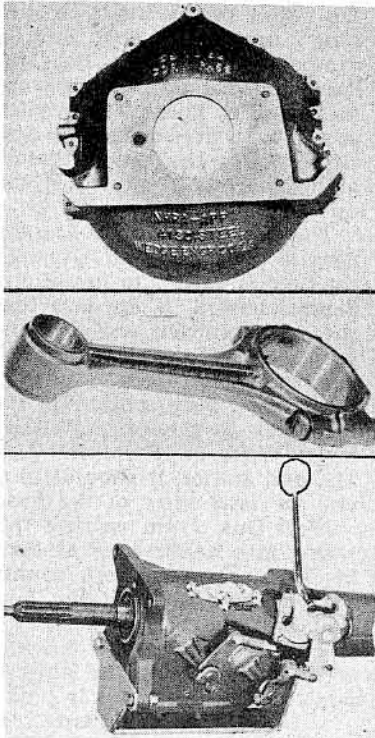
This new product is based on sound engineering principles and produced with the highest regard for workmanship and quality. The rib design is used instead of the box design because it provides more metal where needed and absorbs shock to a greater degree. CSC ribbed rods are heat-treated four times, making them capable of withstanding extreme loads and high RPM's. New rods only are furnished outright, but the price to rib your rods is \$164. No exchanges can be made on used rods. CRANKSHAFT CO. 1422 So. Main St., Los Angeles 15, Calif. Phone: Richmond 9-6597. (Advt.)

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Ansen announces a reliable and positive (not a makeshift) floor stick shift transmission conversion kit. Complete unit includes new side-shifting arms and new linkage. No major tools needed. Installation time, one hour. No welding....No alteration to clutch linkage or transmission. All moving parts hardened and guaranteed against wearing or breaking. Spring-loaded shifting lever enables you to go from low gear to second automatically....without missing shift. Write for informative Brochure. ANSEN AUTOMOTIVE ENGINEERING, INC. 6317 So. Normandie Ave., Los Angeles 44, Calif. Phone: PLeasant 2-4178. (Advt.)

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This is a scatter shield and bell housing all in one. Replaces the stock bell housing altogether. 360 degrees of protection. Made of 5/16-inch, 4130 steel. Now available for all 1955-1959 Chevrolets - Corvette, sedan and pickup - with standard transmission. Price of \$84.65 includes excise tax. 50% deposit required with orders. Dealer inquiries invited. WEDGE ENGINEERING 5201 So. Western Ave. Los Angeles 62, Calif. Phone: AXminster 2-9358. (Advt.)



Vignettes

By Gus V. Vignolle

RAMBLINGS — MAX HOFFMAN, about whom you hear little these days(although, as usual, he's probably making a lot of dough), announces West Coast debut of 2.5 V6 Lancia Flaminia coupes . . . LEK VON KAESBORG, the ex-300SL pilot, has bought a Ferrari GT coupe . . . A gal from a foreign language paper was trying to sell an ad over the phone to RICHIE GINTHER of Ferrari. Despairing, she pointed out the economy of imports, how easy it is to sell a low-priced car, etc. The confab ended when Richie finally got a word in edgewise and told her he didn't have a car for sale under \$14,000. . .

It is no longer a rumor; J. CHRISTY is out as editor of Sports Cars Illus. . . And P. Molson is due to pull the pin at R & T. . . To HM: Yes, at this writing the US GP is coming off at Sebring. . .

And how about the midjet (Rodger Ward, pilot) blowing off the 2.5 Grand Prix Maser, the big Aston, the FII Cooper and the Maser sports car in the Formula Libre race at Lime Rock? They've been talking about that one ever since.

My good friend, ARTURO PECK, the CBS exec in NY, made a cogent observation on the "greatest race ever": "One point that shouldn't be overlooked, however, is that it was the perfect course for such a race. The sharp, slow corners at Thompson, for example, would have murdered Ward, and the long straights would have done likewise at Bridgehampton. Lime Rock is indeed the great equalizer. But who would ever think we would see a midjet, a 4.2 DBR II and a GP Maserati battling for the lead?" . . .

Recently a press party that we'll always regret having missed — because it was different, booze-wise and otherwise. The martini was there, of course, but it was a person instead of a belt.

The event launched the appointment of Murphy Olds Co. as exclusive Moretti dealer for LA, Beverly Hills and Culver City. And here is what was dif-

ferent — refreshments included Caesar salads, personally prepared by Rosa Cardini, daughter of the late Caesar Cardini, creator of the famous dish . . . imported Italian vino and delicious hot garlic bread. . . all served in an atmosphere traditionally Italian. . . and among celebrities was Elissa Martini, Italian opera singer.

That's got bourbon and bebop beat from her to Campobasso. Bravo, bravo, Moretti!

Thanks to G. B. Sterne, Morgan distributor in Sidney, B.C., Canada, for his note: "By a strange coincidence, your street address of Westwood bears the same name as the following news item, so thought you might be interested: 'Early in June, 1959, the all new WESTWOOD racing circuit will be opened. This track is being built by the very hardworking members of the Sports Car Club of British Columbia, Canada.' "

He adds: "I believe this track is rather a unique venture, being club-owned. The enclosed folder will give you complete information. Some of these debentures are still available should any of your readers be interested. For further information, contact either the SCC of British Columbia, 1046 Richards St., Vancouver 2, B. C., Canada, or G. B. Sterne, Sterne's Garage, Sidney, B.C."

Jimmy Orr must have been kidding when he told us at Nassau that he was quitting. He raced at Salt Lake, and just the other day when we had him on the Ameche, he was about to pull out for some races in Texas. . . Regardless of what you may have heard, Frank Milne, who does a top pubrel job for Harry Mann Chevy, informs this corner that Chevrolet dealers will merchandize the new GM small car, the Corvair (contraction of Corvette and Bel Air). . . Those Lotuses that Jay Chamberlain has on the block (and financing 'em, too) are a good deal. Incidentally, Jay had the 2-liter Lotus up to 160 mph on the long straight at Riverside.

Lime Rock

(Continued from Page 2)

'57 event. No wonder so many cars were experiencing mechanical difficulties of one sort or another! Many intense class battles were taking place. The valiant little NSUs and the new T-700 Goggomobiles offered potent challenges, as did the big Volvos, the Skoda, The Ford Anglia and the 850-cc Dyna Panhard. The over-all lead kept changing hands, as the afternoon wore on, with the Riley-Rutan Volvo generally holding the edge over the Fiat Abarth Zagato of Callanan Penske. The pace and the temperature both continued to scorch while tires, wheels and fuel were being consumed in prodigious quantities. The sight of much bent body metal was mute but eloquent evidence of the intensity of the dicing that was going on all around the circuit.

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SAN FRANCISCO NEWSLETTER

• **Dear Gus**

By TOM WILSON

NO PROTESTS AT TRACY

Dear Gus:

The Tracy Road races were a typical melee as regional races go; not many of the big names but a lot of fun for the club drivers. The San Francisco Region wheels hope that they have stopped the epidemic of protests that always spoils the production races, especially the Corvette clan. They ruled that it would take a five dollar bill to file protest and then you were liable for a \$100 fee for the teardown if your protest did not hold water. I imagine that the club would have to stand the tariff if the beef was legit. But it held no glamour at those odds and there were no takers and for once, there were no protests.

If the boys do not catch it at tech inspection, in the future, you might as well forget about protests and the racing clubs would do well to follow suit on this deal and let the boys know that races are won on the course and not at the judge's stand. New modifications are listed as production as fast as the boys can get the mimeo machine oiled up so no one will dare to buck that factory racket.

The boys are on a tire kick right now and the size seems to be the big beef. But, after a few laps on some of these airport courses, especially Tracy, it makes you wonder that the boys have enough glue to keep a passable tread on the ground.

Formula Juniors

The first of the Formula Juniors got to the races at Tracy and although they were no ball-of-fire, it leads us to believe that this might be the logical solution and will help to keep the treasury from ailing. Elmer Votto unveiled the Vottorini Special and he holds the distinction of being the first local Junior to start and finish a race, although that seemed to be his only mission in life; the jack-rabbits were outrunning him on the long straight. Ray Ingalls also made a last minute Sunday dash in the Sports Car Pictorial Special and the whole deal looks like good safe fun.

For a change, that looks for the best, some new faces copped the pewter ware at Tracy. Emil Pardee has been around for a long time and took many trophies in production races but he was hardly appreciated as a real good driver. He finally blew himself for a 1500 RSK Spyder and proceeded to blow down the large bore field and pick up where Sam Weiss left off. Sam gave it a try at Tracy, with two different cars but they eventually ailed and Sam sat out the show on Sunday.

Quite a few of the big names sat this one out because their mounts were ailing, so it seems that their loud wails for more races are not borne out by the facts. Some of them have just about had it and will be lucky to stagger through the rest of the season.

Bob Bondurant has just about proved himself the King of the Corvette jockeys and if his mount holds up, he should feel no pain for the rest of the season. After being left at the post, at Tracy, Bob caught the leader with 6 minutes to go and the world was his oyster. He set a production car record on 2.7-mile course. The winning Porsche RSK of Emil Pardee turned it in 1:57 which shows that the boy was not tarrying and that some of the big names would have had their hands full.

The Northern California racing schedule is full and firm with the S.F. Region planning a For-Fun club race at Cotati on Sept. 12-13, that is still in the planning stage. It seems that the Valley people insist on running a pro race on Sept. 20th, in competition with the Del Mar Races and the S.F. wheels want no part of it. Those Vaca Valley people have tried every way possible to cut their own throats and tomorrow they will come up with a new way.

The Oct. 24-25 date at Laguna Seca is very firm and although the field is limited to Junior and Senior drivers, it appears that the early entries will get the preference. Many Eastern drivers have indicated, at Denver, that they were planning the long trek to the coast. With a large field of Formula Cars, 111, and Junior, it should bring out the best entry of the year.

Well Gus, I am writing this while on a health kick at Markleeville, the smallest county seat in the United States, Pop. -100, and the trout are calling. If I decide to chuck it all and settle down among the natives, don't forget, the mule is yours.

With best regards,
tom wilson

Rally 'Round

With Duane Sparks

One of the open navigational rallies for September, Santa Monica FCCA's HAIRPIN HAS-SLE II, is deserving of comment for at least two reasons. First, it is conceived and executed by the feminine members of the organization, and if last year's event can be used as a criterion it will be a "doozie." Charlotte

Nesbitt and Ruth Piercy refuse to take a back seat to their famous husbands when it comes to dreaming up goodies to let the contestants know they have been through a hassle. They have promised new and better surprises this year, so circle Sept. 27 as a must date for a top-flite rally.

COUNCIL RALLY LEADERS Unofficial SCCSCC Championship Point Standings

POS.	NAME	CLUB	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	TOTAL
DRIVERS											
1.	Dick Coulter	SMFCCA	18	23	24	11	24	12	14	*	126
2.	Stan Johnson	SMFCCA	16	12	22	19	16	22	19	*	126
3.	Tom Higgins	SMFCCA	0	19	0	24	15	11	24	17	110
4.	Ron Jones	SDSCC	25	*	19	16	*	23	18	0	101
5.	Doug Linder	NRSCC	13	17	3	22	20	*	10	3	89
6.	Bill Chester	R M	*	18	9	18	13	0	23	0	81
7.	Ted Sparks	DSGC	*	0	25	9	9	0	11	25	79
8.	Dick Pieper	HEASCC	6	10	*	17	18	21	*	0	72
9.	Jerry O'Brien	NASCAD	0	0	20	*	22	24	0	2	68
10.	Chuck Meredith	R M	*	15	18	14	0	0	*	20	67
11.	Dick Kernode	CFCCA	*	*	*	*	14	25	5	23	67
12.	Bob Piercy	SMFCCA	12	0	6	1	17	15	13	*	64
13.	Mal DeLoof	SWSCC	0	22	14	25	0	0	*	*	61
14.	Howard Frank	SMFCCA	20	24	0	0	*	0	17	0	61
15.	Don Blunt	LBSCC	0	0	0	0	25	8	25	0	58
16.	Diane McPherson	SWSCC	23	0	0	23	0	9	*	*	55
17.	Cal Hudspeth	LBSCC	7	9	12	*	19	*	*	*	47
18.	Flo Schumann	SBFCCA	3	*	10	21	10	0	*	0	44
19.	Russ Smith	NRSCC	0	0	0	0	0	*	22	22	44
20.	Dick Butler	SWSCC	4	0	0	0	0	16	12	11	43
21.	Julie Dearth	SMFCCA	0	0	2	0	0	19	21	*	42
22.	Virg Herman	NRSCC	15	0	4	15	4	*	3	0	41
23.	Jerry Aarons	SWSCC	17	*	*	*	*	*	*	24	41
24.	Wayne Brown	PSCC	21	0	*	13	0	*	0	0	34
25.	Duane Sparks	R M	*	0	23	8	0	*	0	0	31

NAVIGATORS

1.	Al Nesbitt	SMFCCA	10	23	24	11	24	12	14	*	118
2.	Dick Lovell	SMFCCA	0	19	0	24	15	11	24	17	110
3.	Al Sorensen	SMFCCA	16	12	0	19	16	22	19	*	104
4.	Bob Cole	LBSCC	7	9	12	7	19	(20)	22	22	98
5.	Jack Carlson	NRSCC	13	17	*	22	20	*	10	3	85
6.	George Taylor	SDSCC	0	*	19	16	5	23	18	0	81
7.	Elizabeth Chester	R M	*	18	9	18	13	0	23	0	81
8.	Don Simpson	NASCAD	0	0	20	*	22	24	0	2	68
9.	Larry Harris	SMFCCA	12	0	6	1	17	15	13	*	64
10.	Juanita DeLoof	SWSCC	0	22	14	25	*	0	*	*	61
11.	Ann Sparks	NRSCC	6	10	25	9	*	*	*	0	59
12.	Jerrrie Sparks	NRSCC	24	0	23	0	*	*	11	*	58
13.	Bob Piety	LBSCC	0	0	0	0	25	8	25	0	58
14.	Bob McPherson	SWSCC	23	0	0	23	0	9	*	*	55
15.	Charlie Schumann	SBFCCA	3	*	10	21	10	0	*	0	44
16.	Lorraine Butler	SWSCC	4	0	0	0	0	16	12	11	43
17.	Betty Hill	SMFCCA	0	0	2	0	0	19	21	*	42
18.	Ginny Herman	NRSCC	15	0	4	15	4	*	3	0	41
19.	Nick Marechal	SMFCCA	*	24	0	0	*	0	17	0	41
20.	Dick Anderson	SWSCC	17	*	*	*	0	*	0	24	41
21.	Bill Costley	CFCCA	*	*	*	*	14	25	*	*	39
22.	Ruth Piercy	SMFCCA	18	0	*	17	0	0	0	*	35
23.	Gordon Madison	NRSCC	22	0	3	0	*	*	6	4	35
24.	Bob Rosen	SMFCCA	0	0	8	0	23	0	0	*	31
25.	Laura McDonald	R M	*	0	16	0	0	0	0	14	30

(1) MARK I; (2) DON DIEGO; (3) DE WHEEL BOUNCER; (4) GREAT WESTERN; (5) 24 HOUR;
(6) SIERRA; (7) SUNDOWN; (8) DE GRC - * Did not compete () Declared not for points.

VARIOUS RALLY RESULTS

SANTA MONICA FCCA RALLYE DE ORD V AUGUST 15-16 BOB PIERCY & AL NESBITT 65 CARS					
POS.	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
1.	Ted Sparks	Mike Goodwin	VW	DSGC	20.30
2.	Jerry Aarons	Dick Anderson	Porsche	SWSCC	37.99
3.	Dick Kernode	Jay McBride	TR-3	CFCCA	39.24
4.	Russ Smith	Bob Cole	MG A	NRSCC	40.23
5.	Richard Collinge	George Zylstra	A-H	Bachelors	40.97
6.	Chuck Meredith	Pat Truitt	Peerless	R M	42.29
7.	Rod Stoik	Jim Patterson	MG A		42.39
8.	Jim Traugher	Frank Herman	TRM3	R M	43.44
9.	Tom Higgins	Dick Lovell	Porsche	SDSCC	44.00
10.	Les Weisbrich	Doug Sawin	Porsche	SWSCC	45.92
11.	Bill Winger, SR.	Bill Winger, JR.	Rapier	LEMG	48.85
12.	Frank McDonald	Laura McDonald	Jaguar	R M	49.55
13.	Wanda Taylor	Charles Kenyon	Porsche	SDSCC	50.79
14.	Tip Gruver	Millie Gruver	Peerless	R M	51.28
15.	Dick Butler	Lorraine Butler	Porsche	SWSCC	51.64
16.	Jim Brownlee	Rolf Donahower	Alfa	HSOC	53.27
17.	Walt Scholl	Muriel Scholl	A-H	PSCC	56.19
18.	Jere Butterworth	Don Silverthorne	TR-3		56.55
19.	Norm Christianson	Ramona Christianson	Volvo	R M	57.04
20.	Bill Eichelkraut	Bert Johnston	190SL	NRSCC	57.59
21.	Lee Kelso	Terry Kelso	Corvette		58.87
22.	Scherlee Madison	Gordon Madison	Citroen	NRSCC	1:01.39
23.	Doug Linder	Jack Carlson	Porsche	NRSCC	1:07.25
24.	Jerry O'Brien	Don Simpson	Porsche	LEMG	1:09.29
25.	Jack Johnston	Bill Morris	Sprite	HEASCC	1:10.64

STLEASCC RALLY TO THE BEACH AUG 22 Paula Larsen Rallymistress 10 Cars					
1.	Stan Johnson	Alice Wright	Alfa	SMFCCA	:15
2.	James Neros	Doug Klick	A-H		:45
3.	Helen Vateseow	Dick Coulter	Sprite	SMFCCA	:48

RALLIES

SEPTEMBER

- 12- - Southwest SCC RALLYE DE NO SHALLO SCCSCC Championship event for Sept. 7:01 A.M. Imperial & Lakewood, Downey, \$6.00 Bill Brandes, rallymaster 10 hours navigational. Juanita DeLoof FR 9-8389
- 13- - Northrop SCC Championship Slalom DEL CAMINO, Lakewood & Carson, Long Beach, 9:00A.M.
- 18-21 - VIKING RALLY (Pinland)
- 19-20 - SCCA National Championship NORTHEAST OHIO rally.
- 20- - Rallymasters SCRATCH ONE SCCSCC open event. 9 A.M. Body's Ventura & Sepulveda \$3.50 Bill Chester Rallymaster 5 1/2 hrs. navigational Jan Woodard FR 2-2231
- 26-27 - SCCA National Championship CONTINENTAL DIVIDE (Colorado)
- 27- - Santa Monica FCCA HAIRPIN RALLYE SCCSCC open event. Presented by the girls of SMFCCA 8A.M. Pacific Coast Hwy & Sunset Blvd. \$3.50, Ruth Piercy & Charlotte Nesbitt, Rallymistresses AX 1-9373

OCTOBER

- 3- - Douglas SCC DESERT RALLY V SCCSCC open event 5 hrs. navigational to Palm Springs 7 A.M. Bob's Drive-In Sepulveda & San Fernando Mission Rd. \$5.00 Slalom Sunday A. M. Jim Robinson 354 Las Casas Pacific Palisades
- 3-4- - Porsche Owners Club STUTTGART SAFARI NRSCC Championship event 8:30 A.M. Tamalpais Junction in Marin County on Hwy 1, \$22.00 incl. rally fee, lodging, dinners and breakfast. Mail to 5667 Arborvitae, Los Altos
- 10-11 - SCCA National Championship RIF VAN WINKLE (New York)
- 13-17 - AMERICAN INTERNATIONAL RALLY Professional event with \$10,000 guaranteed purse. Starts Los Angeles, Mexico City, San Francisco, Vancouver, New York, Miami, Detroit, Dallas. \$250.00. Write MOTORACING for brochures and blanks.



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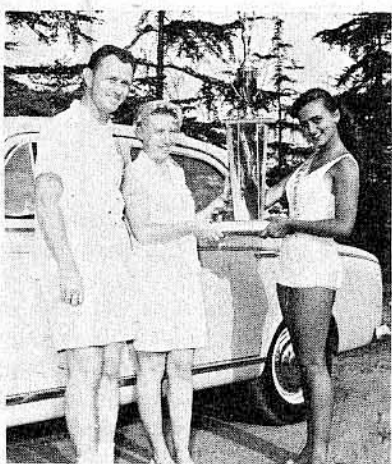
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Mr. and Mrs. Vance Malloy of Santa Ana display Sweepstakes Trophy won recently in Featherfoot Run sponsored by Renault Owners Club. In their Peugeot 403 they averaged 69.91 ton miles and 54.3 actual mpg over 168-mile course. Sylvia Fears presented the trophy.



HOT RALLY CAR in Mexico City competition is this Alfa Romeo Giulietta which won the Mexican rally championship in 1958. It is entry of Jorge Labardini and Pancho Figueroa and carries the MOTORACING banner. They hope to be entrants in \$10,000 American International Rally, Oct. 13-17. Possible third member of team is Liz Noble of California who has won only Mexican rally in which she competed this year. (Photo by Fulano de Tal).

TRACY RACE

(Continued from Page 1)

a cloud of dust, having left Bob Bondurant gasping for air and gas at the start. By the time that Bob got the Corvette in action, he was trailing the field and Grant was well out in front.

Eight cars stayed in the same lap for the entire race, with the Corvettes of Ray Altmen, Jerry Vercelli and Bill Slater always pushing Fred Grant. At the 30-minute mark Grant began to smoke and on the 17th lap he gave up the ghost with a falling oil pressure and a very hot engine. In the meantime, Bob Bondurant had been working up through the pack and finally caught the leader, Ray Altman, on the 19th lap, staying 3 seconds in front until the checkered flag on the 21st lap. It was a remarkable display of driving and the most unusual feature of this race was the absence of any protests; a novelty among the Corvette clan. Steward John Luce laid down the law concerning protests and the \$105 bite for a protest had taken off the incentive.

A new event was the "Sprite Sprint," a 20-minute dash that was won by Bill Breeze, Jr. probably the first of the second generation to hit the West Coast racing circuit. Ten cars answered the green flag and it appears as if this race will be a regional race fixture if the wheel situation can be corrected. Gordon Keller lost a wheel and rolled, but the roll bar and the Snell-approved helmet were adequate and he walked back to the pits.

Another new race was the 20-minute "British Dash" for British Class E cars. Dr. George Snively and the Austin-Healey found that this race was their cyster and led from start to finish. He was chased by the Jack Dalton MG-TC and Stan Peterson's Morgan. Eighteen cars finished in the same 9th lap, so this race appears to be another fixture in the local regional races.

DEL MAR RACE

(Continued from Page 1)

Sammy Weiss, (Porsche RSK) victor at the previous Del Mar go in May, is tied for the overall lead in points with Harry Jones (Lotus Club) and Dean Mears (300SL) and all three of these contenders are expected to be in the lineup. Art Snyder of Burbank and Jim Lowe of the SF Region (both Lotus pilots) are separated by only two points in Class G modified and have signified they will be present. Dean Geddes, top Corvette chauffeur is expected to do battle with Vince Mayell and Bob Bondurant who won and placed third respectively last May.

15-Event Program

In addition to the usual production, under-and-over 2-liter modified contests, SCCA has scheduled a Novice race that should attract some new drivers.

CONTINENTAL DIVIDE RALLY

America's Unrivalled Alpine Classic

Sept. 24-26

ENTER THE MOST famous of SCCA's "big league" rallies—more colorful, more sporting than ever this Fall, with all Colorado celebrating the "Rush to the Rockies" Centennial! Do the Continental's fine, fast, lofty 750 miles through the great snow-peaks and golden aspen country. The sky-high route crosses the Divide 5 times, winds over the Royal Gorge, through the famous ghost towns, Central City, Georgetown . . . tours the very roof of the world.

THE COURSE & CALENDAR: Rally from your home (wherever) to Lakewood, west of Denver. Arrive at this threshold of the Rockies, Thurs. Sept. 24. Ties on the crosscountry run will be broken by a Reliability test at nearby Magie Mountain—followed by cocktails, drivers meeting, dinner.

THE RALLY PROPER begins Friday a.m., Sept. 25, over a spectacular scenic course from Magic Mountain to picturesque Aspen. Saturday, 2nd day, takes you on a winding circuit of the highland wilderness, out of Aspen and return there. That evening: awards banquet & unfettered whoopla!

SUNDAY, Sept. 27: Speed Concours d'Elegance and Aspen Sports Car Clubs annual gymkhana—just for kicks.

SCCA NATIONAL EVENT

Sanction No. 59-10

Write NOW for souvenir brochure & entry forms. (Field limited to around 125 cars, so get cracking!) Address Margaret Kircher, Rally Registrar, 3895 Chimayo Rd., Littleton, Colo.

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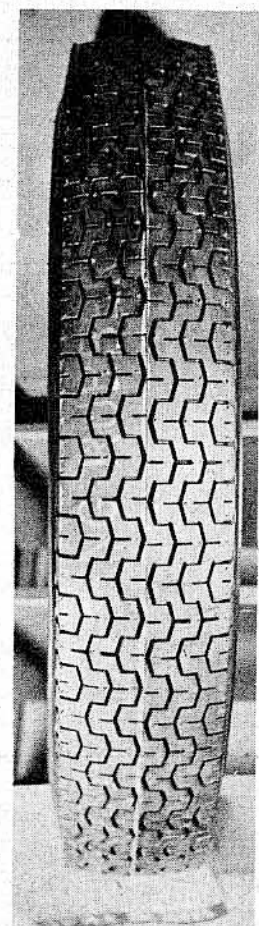
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ITEMS WORTH NOTING...

If you are ever in the area of First and Western in Los Angeles with a few minutes to kill between coffee breaks and feel in the mood to be pleasantly surprised, drop into the Waters Company and ask Import Manager Chuck Brassell for a demo ride in one of the new Aronde Simcas. Unless you have ice water for blood, I predict a sensation of pure panic as you approach the first turn at speed, to be quickly replaced by secure satisfaction stemming from very little lean, positive steering response and punch enough to command the rear end. Gymkhana and rally types who desire sedan comfort should investigate the potential of this attractive little bomb. Details of performance will be covered in a forthcoming MOTORACING road test.

Ignition System of the Future

Economy Engine Co. of Youngstown, Ohio, has announced a new ignition and combustion system for internal combustion engines. Inventor Frank J. Kaehni describes it as a continuous-firing system consisting of an ordinary battery, simplified wiring, a transistor power unit, a transformer, spark plugs and cast-iron firing chambers that screw into the block. It eliminates the distributor, condenser, ignition coil, points and several other parts essential to the conventional system. Several years of testing the device have resulted in better fuel economy, cleaner engines and exhaust, and increased performance.

New Head-Rest Roll-Bar Kit

A much needed and desirable item for the weekend-racing type soon to be introduced by Sports Car Center of Burbank is a head-rest roll-bar kit. Adaptable to many production makes, the kit can be installed behind the seat of such cars as the MGA which have little or no room for roll-bar installation, thus eliminating the body scarring practice of cutting through the metal tonneau body section. The bar is of chrome-moly and is covered by a smooth, tapering shell of light metal with leather upholstery fore-end. The driver who doesn't feel the need, or dislikes the looks of a roll bar during his weekly street driving, yet needs it for his weekend dicing should be

By golly, after only two years or so of writing this column we finally received a note from someone saying in everyday plain English that they liked something in it. Not everything, mind you, but something. Oh, sure, when we're holding up the mahogany at the Grand Prix and we're introduced to some stranger we get compliments, like, "Say there, W.R.C., I'd like you to meet Clem Caloodle from Sauk City. Clem, you've read W.R.C.'s hilarious stuff in Motor Sport or whatever that paper's called."

Clem: "Yuk, yuk, I sure have read your funny stuff and I think it's real funny fur being funny stuff." In a fit of embarrassment he disappears into the women's room thinking it is a phone booth.

IDiot DRIVERS

Oh, yes, last time we were starting a classification of drivers whom it is necessary to be tres cautious around when driving your sporty little car. As you may recall, or at least we do, this included old ladies, men wearing hats, out-of-state cars and Pontiacs. One writer has added all people driving Cadillacs, commenting, "The way they drive, you'd think they owned the car."

CONTINENTAL MANNERS

After reading Denis Jenkinson's "The Racing Driver," we have decided that the proper thing to do, after having spun off the course, into the ditch, on the cool-off lap is to shake the fingers of your left hand in a typical European gesture (Whaa?), stick out your tongue and say, "Crikey, I did

over-cook it a bit, now, didn't I?"

This is the sign of a great driver. Don't just sit there staring at your rear suspension, which is unaccountably in front of your front suspension. Say something casual. No four letter Anglo-Saxon words, now, d'you all hear? It's not champion.

HERO DRIVER

Well, it was bound to come, sooner or later. First we had the 1948 G. T. Hudson and got the taste for high-powered racing machinery. After testing the best the world had to offer, from the terrifyingly rapid Berkeley to the supercharged Isetta, we finally settled on an Austin-Healey Sprite, reportedly the same one driven in the T. T. by Moss. We found out later that this was indeed true. Sam Moss drove it for three laps in the 2nd annual T-Bird Owners Tralom.

Not to be outdone, we in turn entered the car in the SCCA tralom a month or so ago. First time out, you know. Not nervous a bit. Put 60 pounds of nitrogen in the tires and removed the transmission to lighten the car. Drove all the way from Hollywood wearing helmet and goggles. Only went off the course once, though, and had the professional acumen to head for a flagman. Pulled to a smooth stop with a cunning display of locked wheels, while smartly disengaging the clutch and revving the engine to 10,000 or so. Talk about savoir faire!

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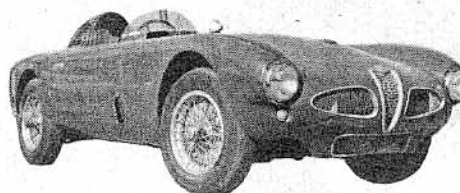
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GERI FLEMING, well-known sports car enthusiast about town, is off to Europe in Pan Am's fabulous Boeing 321, 125-Passenger intercontinental jet transport. She'll be reporting direct to MOTORACING readers on such automotive events as the British Tourist Trophy Race, three of the top auto shows of Europe (London, Paris, Frankfurt) as well as giving us the woman's viewpoint on European vehicular (what?) life in general. Don't miss her!

UP . . . BUT NOT OUT!

Due to rising production and printing costs, single copies of MOTORACING go up to 25c with this issue. However, the regular reader may still have his copy mailed to him at no increase in subscription rates. Don't miss a single copy; use the handy form on page 7 right now and save yourself nothing but money . . . and thanks, there, chum!

AT PRESSTIME...

FERRARI withdrew its entry from USAC's Meadowdale race over Labor Day weekend at the last minute because of entry of Roger Ward's Midget racer in the event. Also, Reventlow's new Formula Libre Scarab was withdrawn because of "unexpected mechanical difficulties." . . . Two other Scarabs still were in the race, however . . . Watch for Henry Manney's complete coverage of the Grand Prix of Portugal in the next issue of MOTORACING. Also, other new and exciting features are coming up. DON'T MISS THEM!!

NAPLES, Aug. 27—Maria Teresa de Fillippis, the noted Italian woman race driver and only feminine Formula I pilot in the world, has announced her retirement as the result of the death of her good friend, Jean Behra. The French champion was killed earlier this month in a crash in Germany. She had planned to race the Porsche RSK in which Behra was killed.

ROME, Aug. 27—Piero Taruffi, erstwhile top Italian pilot and well-known for his win in the second Mexican Panamerican road race, is recovering from injuries suffered in a traffic accident here. He was driving a tiny Fiat when he was involved in a collision with another car in the city streets.

ETC.—Heartfelt gratitude to Bill Loadvine, a true motor sport aficionado, and his partner, Bob Kohagen, for selecting this observer to receive the Motor Sport Bar's Achievement Award.

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AT TORONTO A Two-Liter LOTUS driven by Harry Entwistle had two overall wins for the day, including the featured one-hour race, July 11.

AT LE MANS The beautiful LOTUS "Elite" Coupe won the 1.5 Liter Class in 1959's toughest 24-hour road race!

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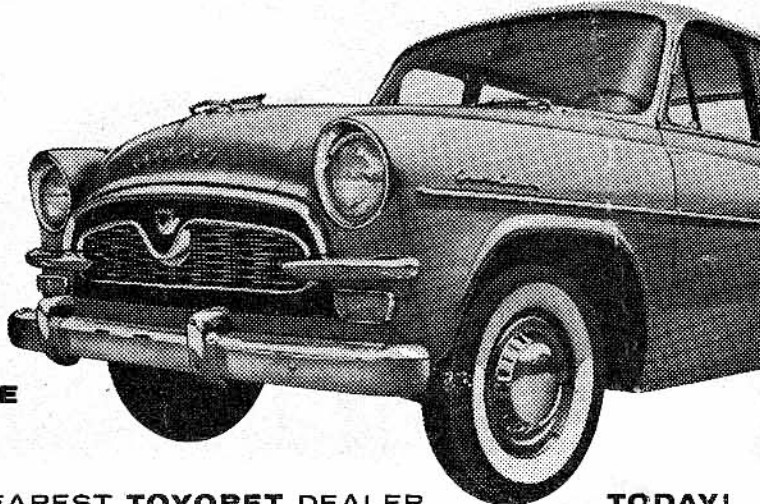
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